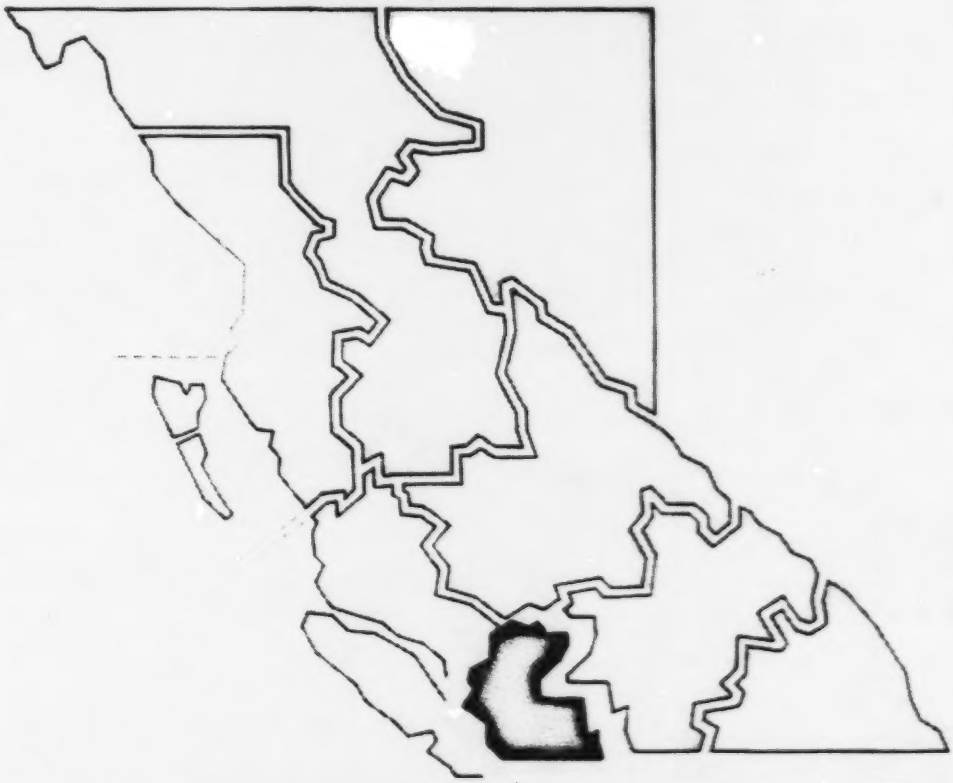
Mainland-Southwest – Region 2

Sunshine Coast Regional District
Transportation Committee Recommendations



FREEDOM TO MOVE

89-06169/

SUNSHINE COAST REGIONAL DISTRICT

TRANSPORTATION PLANNING SUB-COMMITTEE

Peggy Connor	-	CHAIRMAN Sunshine Coast Regional District
John Bodnarchuk	-	MANAGER OF TECHNICAL SERVICES Ministry of Transportation and Highways
Bob Christopher	-	MANAGER Peninsula Transport
Jerry Dixon	-	ALDERMAN AND DIRECTOR OF THE SUNSHINE COAST REGIONAL DISTRICT Town of Gibsons
Harold Long	-	M.L.A. MACKENZIE Parliament Buildings
Bill Moore	-	ECONOMIC DEVELOPMENT OFFICER Economic Development Commission
Judy Skogstad	-	MANAGER OF COMMUNITY PLANNING Sunshine Coast Regional District
Geoff Warrington	-	FORMER DISTRICT HIGHWAYS MANAGER Ministry of Transportation and Highways

The following support staff assisted in the preparation of this report:

S. Buemann - Ministry of State

J.C. Collings - Delcan Consulting Engineers and Planners

D.S. Cunliffe - Ministry of Transportation and Highways

D. Johnson - Sunshine Coast Regional District

D. Parkes - Ministry of Transportation and Highways

FOREWORD

In November of 1988 the Honourable Neil Vant, Minister of Transportation of Highways, issued to British Columbians a challenge to be part of a planning process. The planning process would develop a transportation network for the Province.

The **Province of British Columbia Strategic Transportation Plan 1990 - 2000**, as it will be called, will determine how best to direct future resources - both public and private - in building transportation systems that will take British Columbia into the next century as an active trader in international markets, where efficient transportation networks play an integral role in the Province's economy.

The wear and tear of daily use and weather have taken their toll on bridges, roads, airports, railways and marine facilities in the Province. A balanced and comprehensive plan will allow for replacing, rebuilding, expanding and improving facilities as becomes necessary.

Under the auspices of the Minister of State, regional transportation planning committees were formed in each of the eight development regions and charged with the responsibility of preparing regional transportation plans with the following objectives:

1. To determine the present and future transportation needs and priorities of each region.

2. To analyse issues and provide support documentation for recommended improvements.

3. To recommend to Government a transportation plan that included short and long-term directions.

All modes of transportation, air, coastal marine, ferry, highways, ports, rail and transit were to be considered in the review. The overall goal was to produce at a regional level a report that would identify to the Minister of State transportation priorities and initiatives. The Report would also form a part of the provincial strategic planning process.

The regional transportation plans are to reflect the views of the region and its residents. Community input formed an integral part of the process.

The Mainland Southwest Region has established six sub-committees, one for each Regional District, to prepare transportation plans as a basis for the development of an integrated regional plan. The following is a transportation plan for the Sunshine Coast Regional District.

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1.0 EXECUTIVE SUMMARY

The Sunshine Coast Regional District is an extremely mountainous region extending from the Jervis Inlet in the west to the Squamish River/Howe Sound in the east and from the Strait of Georgia in the south to the Pemberton Icecap in the north. Except for the southern coastal strip, the Sunshine Coast, the area is almost uninhabited.

The Sunshine Coast is a vital community that depends on logging, pulp and paper as its main industries. Tourism and fisheries are expanding industries. All these pursuits are attracting an increase in vehicular travel both of cars and trucks.

Access to the Sunshine Coast is by ferry. The western terminal is at Earls Cove for the ferry across Jervis Inlet to Saltery Bay and Powell River. The eastern terminal is at Langdale for the ferry across Howe Sound to Horseshoe Bay and Greater Vancouver. The Sunshine Coast is similar to an island community in that it is **dependent for transportation on an effective and economical ferry service.**

The Sunshine Coast is traversed by Highway 101 between Earls Cove and Langdale. The Regional District is concerned about the **SAFETY** of traffic using this highway and its interface with local traffic. These Highway 101 concerns include the following:

- Safe geometric standards along the whole length of the route
- Safe intersections of through traffic with local traffic
- Safe interface between industrial and tourist traffic

The Regional District wishes to pursue a comprehensive transportation plan which encompasses these needs of greater safety with those of greater terminal capacity and more frequent ferry service.

The transportation plan is shown on **Exhibit 1** and described in the short term projects of **Table 6.1** and the long term projects of **Table 6.2.**

The Regional District have pursued most of the projects listed in Tables 6.1 and 6.2 for the last decade. The important aspects of their short term plan are as follows:

- **Terminal Construction** predicated on the need for better terminal access at Horseshoe Bay and at Langdale and for a dangerous cargoes dock at the Hillside Industrial site.

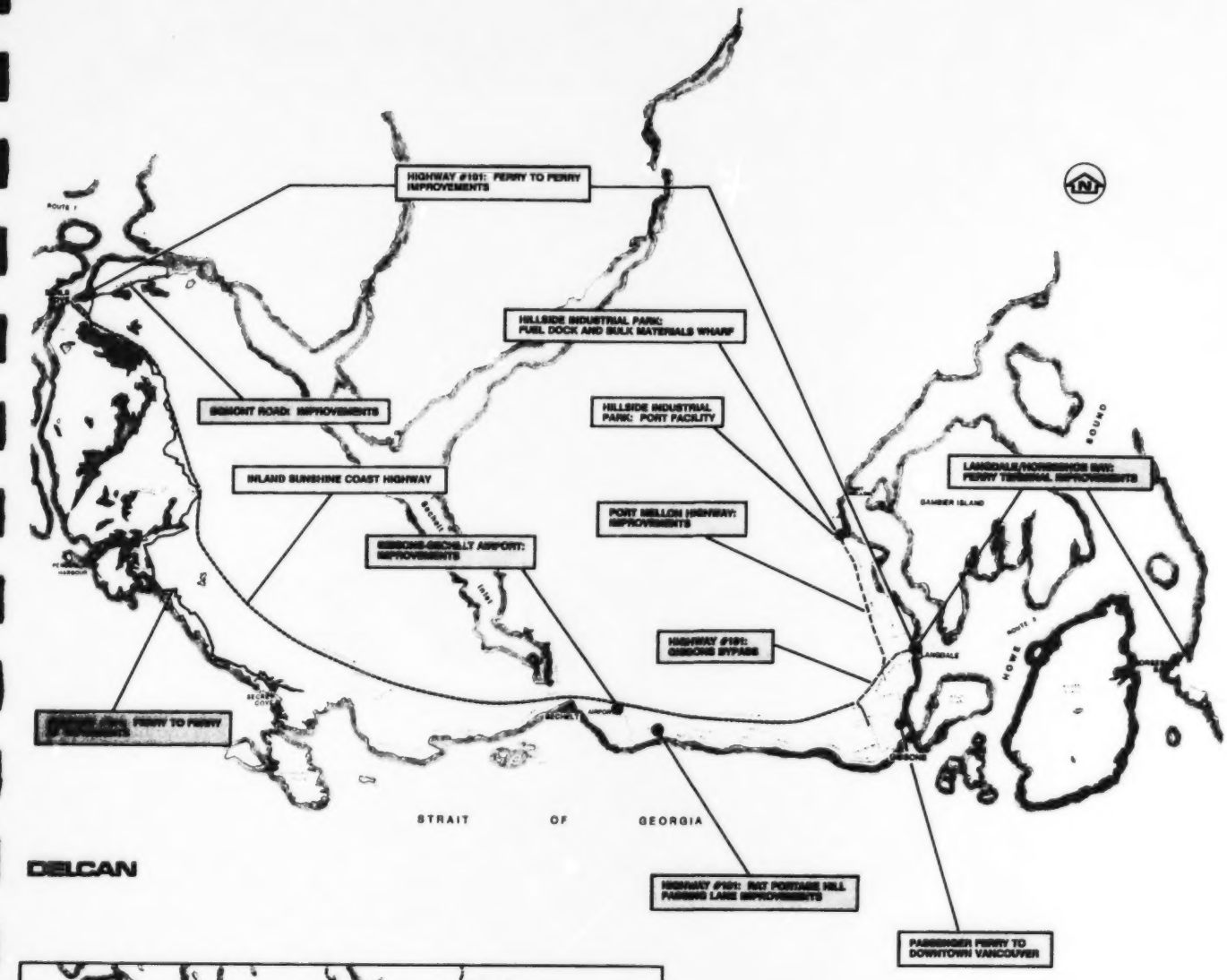
- **Road Construction** centred on the safety needs of the Gibsons Bypass and general improvements to the geometry of Highway 101.

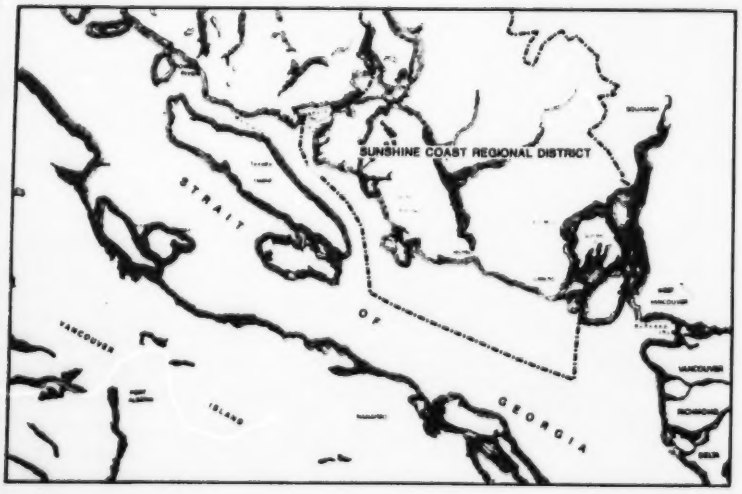
Over the longer term, the Regional District foresee the need for an interior Sunshine Coast Highway where through traffic will not conflict with the movements of local and commercial traffic. The Regional District have also proposed a number of transportation related policies shown on **Table 7.1** that will enhance the mobility and safety of the travelling public by means of legislative and program initiatives. These include:

- Policy improvements to water and land public transit;

- Regulations governing the movement of hazardous goods;

- The pursuit of direct transportation links with Vancouver. The Regional District does not support the concept of a new road link between Port Mellon and Squamish.


HIGHWAY #101: FERRY TO FERRY IMPROVEMENTS
HILLSIDE INDUSTRIAL PARK: FUEL DOCK AND BULK MATERIALS WHARF
HILLSIDE INDUSTRIAL PARK: PORT FACILITY
INLAND SUNSHINE COAST HIGHWAY
PORT MELLON HIGHWAY: IMPROVEMENTS
HIGHWAY #101: GIBSONS BYPASS
LANGDALE/HORSESHOE BAY: FERRY TERMINAL IMPROVEMENTS
PASSENGER FERRY TO DOWNTOWN VANCOUVER
STRAIT OF GEORGIA
DELCAN



LEGEND
Provincial Highway Improvements
Provincial Side Road Issues
Interchange/Intersection/Structure Issues
Air Traffic Improvements

NOTE:
GREEN LABEL - SHORT TERM PROJECTS
GREY LABEL - LONG TERM PROJECTS

REGIONAL TRANSPORTATION PLAN

SUNSHINE COAST REGIONAL DISTRICT

EXHIBIT I

2.0 INTRODUCTION

Even though the Sunshine Coast is only 17 miles from Vancouver and is significantly important to the British Columbia economy, the Sunshine Coast is often regarded as one of B.C.'s best kept secrets. In fact, a poll of lower mainland residents would probably reveal that the Sunshine Coast is most often considered to be located on the west coast of Vancouver Island!

The Sunshine Coast is located in the south west coastal area of B.C., approximately 30 kilometres from Vancouver centre and covers a land area of 3880 square kilometres. The region is part of the B.C. mainland but is separated from Vancouver lower mainland by Howe Sound to the east and from Vancouver Island by Georgia Strait to the west. The dominant feature to the north is the Coast Mountains rising to some 1660 metres. The coastline is deeply indented with many spectacular fjords that resulted from glaciation. The Sunshine Coast is mainly rural, primarily accessible by a 40 minute, 15 kilometre ferry trip from Horseshoe Bay. Most points on the Sunshine Coast are within one and a half hours travel time from downtown Vancouver.

While there are three municipalities on the Sunshine Coast, nearly two thirds of the population reside outside the municipal boundaries of the District of Sechelt, the Town of Gibsons, and the Sechelt Indian Government District. The latter municipality was created in the spring of 1988 when the Sechelt Indian Band was granted municipal status self government, the first in Canada for any Indian Band.

The 1986 census reported the Sunshine Coast population to be 16,755 with 4,814 residents in the District of Sechelt, 2,675 in the Town of Gibsons and 578 in the Sechelt Indian Government District. An interesting population anomaly of the Sunshine Coast results when from May to September each year the resident population increases by over 10,000 as cottage owners, primarily from the lower mainland, take up summer residence and commute to their work place in Vancouver. Between 1981 and 1986, the permanent population of the region grew by nearly 8%. With the current strong economic outlook, the population should grow by well over 2% per year over the next census period to 1991.

The Sunshine Coast is a very popular retirement area with 16% of the population over the age of 65 compared to 11.5% for B.C. This is somewhat offset by increasing numbers of residents who are moving to the Sunshine Coast to take advantage of lower housing costs and commuting to their workplace in Vancouver. There is

presently an estimated 200 daily commuters to Vancouver. As the Sunshine Coast becomes increasingly "job rich" this will likewise be an affecting factor to this age anomaly.

The economy of the Sunshine Coast is dominated by the forest industry, but continues to experience expanding diversification through sectors such as tourism, aquaculture, processing of value added wood products, mining, motion picture and T.V. production (i.e. the popular Beachcomber series), expanded pulp and paper production and retirement. From the dominant sectors the net wealth production is estimated as follows:

forest production	195 million
pulp and paper production	167 million
aquaculture	10 million
tourism	65 million

Estimates of other primary, secondary and tertiary sectors would put the net wealth production of the Sunshine Coast at about one half billion dollars in 1988 terms.

There are a number of significant factors which will drive the Sunshine Coast economy in the next five years.

- The region is host to B.C.'s largest private sector capital investment, the one billion dollar redevelopment and expansion of Howe Sound Pulp and Paper. This will double the current production of import pulp, add new production of 585 tonnes of news print, and generate 90 megawatts of electricity, much of which will be added to the B.C. Hydro grid.

- A 405 acre industrial park in the Howe Sound area is under development with a new ten million dollar saw mill under construction. The Hillside Industrial Park will be value added forest products based and will provide supporting industrial infrastructure including a wet and dry log sort, deep sea bulk handling wharfage and a lumber dry kiln.

- Tourism is acknowledged as an underdeveloped sector of the Sunshine Coast economy despite the approximate annual 250,000 visitors. Growth in this sector would be limited only to the extent of ferry and other water transportation system capacities.

- Aquaculture has reached its peak in so far as installed farm capacity. However, annual volumes harvested will more than double as this young industry becomes more sophisticated and current capacity in production reaches harvest status.

- Construction will increase over the next five years given the billion dollar development of Howe Sound Pulp and Paper until 1992, the increase in housing stock to satisfy the increasing number of Vancouver commuters, demand for new retirement housing and from new job creation from economic sectors on the Sunshine Coast.

- The region is entrepreneurally rich with many underemployed individuals. Programs such as Community Futures, now in place, self employment and other small business initiatives are forecasted to increase, especially considering that small business and entrepreneurial activity is the engine of both the Canadian and British Columbian economies. This phenomenon is expected to drive the fledgling, but growing, arts business on the Sunshine Coast.

There is no doubt that the Sunshine Coast will not remain a "best kept secret." The region is planning for socially and environmentally compatible growth. This growth will certainly result in some very complex challenges to the region's transportation systems, especially considering the insular nature of the Sunshine Coast.

3.0 OBJECTIVES OF THE TRANSPORTATION PLAN FOR THE SUNSHINE COAST REGIONAL DISTRICT

PURPOSE:

To document the transportation deficiencies and needs of the Sunshine Coast, including the following modes:

- air;
- ferry;
- highway;
- transit.

To identify a short term and a long term plan of transportation projects and to forecast qualitatively the benefits these projects will have on the regional economy.

TASKS:

1. To review past correspondence with the Minister of Transportation and Highways relating to transportation project needs on the Sunshine Coast.

2. Substantiate improvement projects to Highway 101, the ferry to ferry link.

3. Identify deficiencies at ferry terminals and in the ferry service.

4. Investigate opportunities for better transit service both on the Sunshine Coast and between Gibsons and Vancouver.

Chronology of Pertinent Correspondence with the Ministry of Transportation and Highways relating to Transportation issues

July 10, 1979	to	Alex Fraser	- re: Gibsons Bypass
January 7, 1981	from	Alex Fraser	- re: new highway plan
May 19, 1981	from	Alex Fraser	- re: survey for Bypass
June 12, 1981	to	Alex Fraser	- re: timing of construction for Gibsons Bypass
June 30, 1981	from	Alex Fraser	- response
October 2, 1981	to	Alex Fraser	- re: upgrading of highway
April 16, 1982	to	The Minister	- re: Gibsons Bypass
April 30, 1982	from	Alex Fraser	- response
May 28, 1982	to	Alex Fraser	- re: Gibsons Bypass
June 11, 1982	from	Alex Fraser	- response
July 9, 1982	to	Alex Fraser	- re: scheduling meeting to discuss highway network planning
July 26, 1983	to	R.G. Harvey	- re: Gibsons Bypass
August 11, 1983	from	Alex Fraser	- response
September 13, 1984	to	Alex Fraser	- re: Gibsons Bypass
September 27, 1984	from	Alex Fraser	- response
October 17, 1984	from	A.E. Rhodes	- response to letter from MLA re: the status of the Bypass
November 1, 1984	from	R.A. James	- re: traffic at Langdale Terminal
November 15, 1984	to	Alex Fraser	- re: Gibsons Bypass
February 14, 1986	from	Alex Fraser	- re: scheduling construction for Gibsons Bypass
October 31, 1986	to	Alex Fraser	- re: Gibsons Bypass
November 17, 1986	from	Cliff Michael	- response
May 28, 1987	to	Cliff Michael	- re: concerns and requesting a meeting
June 29, 1987	from	Cliff Michael	- response
June 26, 1987	to	Min. of Trans	- re: utility corridor
July 29, 1987	to	Cliff Michael	- re: day labour project
September 25, 1987	from	Cliff Michael	- response
February 9, 1988	to	Stephen Rogers	- Transportation Brief
February 22, 1988	from	Stephen Rogers	- response
February 18, 1988	to	Stephen Rogers	- re: Secret Cove/Middle Point
March 10, 1988	from	Stephen Rogers	- response
March 11, 1988	to	H. Long	- re: arranging meeting concerning Middle Point
April 29, 1988	to	Dan Doyle	- re: Middle Point Construction

May 17, 1988	to	Stephen Rogers	- requesting a meeting
June 8, 1988	to	Stephen Rogers	- re: Gibsons Bypass
August 5, 1988	from	Neil Vant	- response
August 31, 1988	to	Neil Vant	- requesting a meeting
October 25, 1988	from	Neil Vant	- response

4.0 PROCESS USED IN DEVELOPING THE REGIONAL PLAN

The Sunshine Coast Regional District formed a transportation sub-committee to prepare a regional transportation plan consistent with the objectives identified in Chapter 3. The sub-committee members (listed on the title page of this report) included knowledgeable representatives from the community, government transportation agencies and transportation related industry.

The sub-committee used the process described below in developing their transportation plan.

- A preliminary identification of potential projects and initiatives as a starting point for discussion and investigations.

- An accumulation of background information for selected projects and initiatives on a modal basis, including highways, ferries, rubber tire transit, air, marine and ports.

- Presentation and input from other agencies and industries including: the Airport Committee and Seaflite Water Bus.

- A public meeting was held at Sechelt on April 24, 1989. A list of proposed projects and initiatives (as shown in Figure 4.1) was distributed for the public's selection of priorities and/or identification of other concerns; a matrix compilation of the results is shown in Table 4.1.

- Briefs and submissions were invited and received from individuals, industry, community groups and municipalities within the Regional District. These are listed in Appendix B.

- Review of projects and initiatives by sub-committee and assignment of priorities, with consideration to overall objectives, issues, potential benefits, expert input, and public opinion.

Transportation projects and initiatives are detailed in Tables 6.1, 6.2 and 7.1.

FREEDOM TO MOVE

Figure 4.1

PUBLIC MEETING, April 14, 1989

INFORMATION SHEET

The transportation sub-committee proposes the following major improvements to the various transportation modes on the Sunshine Coast. Please indicate the priority you think each improvement should be given by assigning numbers 1 to 11, with 1 being the most important priority and 11 being the least important priority.

PRIORITY

HIGHWAYS:

_____ #1 Ferry to Ferry: (including the following phases)
Construct and rebuild
a) Gibson's Bypass
b) Ratportage Hill
c) Secret Cove to Earl's Cove

_____ #2 Port Mellon Road:
- survey and design new road which would connect with Gibson's Bypass and Hillside Industrial Park.

_____ #3 Egmont Road:
- survey and design for realignment of road.

Justification - public safety and facilitating expanding traffic loads.

FERRIES:

_____ #1 Support reinstatement of midday sailing between Earl's Cove and Saltery Bay.

_____ #2 Address the access and parking problem at Horseshoe Bay terminal.

_____ #3 Address the queuing and parking problem at Langdale terminal.

_____ #4 Monitor ferry traffic volume on the Horseshoe Bay / Langdale route and introduce additional sailings as warranted.

Justification - essential public service to maintain lifestyle and economy of the Sunshine Coast.

AIRPORT:

_____ #1 Support airport committee's request for runway expansion to 4000 feet and improvement to allow for night use and larger aircraft.

Justification - This expansion has potential benefits for new economic development, public service and emergency needs.

PORTS AND HARBOURS:

_____ #1 Development of a port facility in the Hillside Industrial Park for safer movement/storage of fuel products, and transport of other bulk products.

Justification - Significant contribution to creating new economic development on the Sunshine Coast.

TRANSIT:

_____ #1 Delivery of third mini bus as warranted by demand.

Justification - facilitate access/use of community and commercial facilities.

OTHER:

_____ Please explain _____

Table 4.1

Matrix of public priority choices compiled from hand-out sheet at public hearing meeting held April 24, 1989. (Please note that Items numbered as 1 - 11 do not indicate sub-committee's priorities, as public input was sought before sub-committee compiled final priority list).

INFORMATION SHEET NUMBER	PUBLIC PRIORITY CHOICES													
	1	1B	1C	2	2A	3	4	5	6	7	8	9	10	11
1 FERRY TO FERRY HIGHWAY	5	1	1		1									
2 PORT MELLON ROAD				3			1	1		2			1	
3 EGMONT ROAD						3					2			2
4 MIDDAY SAILING EARL'S COVE						2		2	2	1	1	1		
5 HORSESHOE BAY TERMINAL	1						1	2		2		2	1	
6 LANGDALE TERMINAL						1	2		1	1	1		3	
7 MONITOR FERRY TRAFFIC - LANGDALE ROUTE				4		1			1	1	1	1		
8 AIRPORT							3	3						3
9 HILLSIDE PORT						1	1			1	2	2	1	
10 THIRD MINI BUS	1			1					1	1		1	1	
11 OTHER								1*	1** 2****					1***

* = late ferry sailing to Horseshoe Bay
** = late ferry sailing to Horseshoe Bay
*** = more passing lanes on Highway 101
**** = alternate route for emergencies

EXPLANATION:
- 5 people said "Ferry to Ferry Highway" was No. 1 priority.
- 3 people said "Port Mellon Road" was No. 2 priority, and 4 people said "Monitor Ferry Traffic-Langdale Route" was No. 2 priority.
- 3 people said the "Egmont Road" was No. 3 priority and 2 people said "Midday Sailing Earl's Cove" was No. 3 priority.

5.0 TRANSPORTATION ISSUES

A. Outline of Existing Network

The major components of the existing transportation network are shown on Exhibit 1.

The Highway 101 road/ferry corridor from Horseshoe Bay to Earls Cove is the primary vehicle access to the Regional District, and therefore critical to the economy.

B. Existing Transportation Related Issues

Transportation in the Sunshine Coast Regional District consists of the following major elements, issues and deficiencies:

a. Highway 101

Issues - a "Ferry to Ferry" road system serving an arterial function. The Regional District wish to upgrade this route to a standard that would enable traffic to flow safely and at highway speed limits.

Highway 101 extends from Langdale Ferry terminal to the Earl's Cove ferry terminal, links major settlement areas and centres on the Sunshine Coast, and serves as an important link between the Vancouver and Powell River areas both for residents and 250,000 visitors annually to the Sunshine Coast, many of whom travel the Vancouver Island circular route.

Deficiencies associated with Highway 101 include:

- inadequate horizontal and vertical alignments in numerous sections;
- an absence of shoulders in many areas;
- infrequent passing lanes;
- frequent accesses onto the highway from individual parcels;
- its largely singular route nature that provides no alternative routes in the event of disasters; and
- the need to utilize this road to transport dangerous materials through the populated areas.

Sections of this route that particularly need attention are:

(i) The "Gibsons Bypass"

This would be a 6.11 kilometre section of Highway 101 linking the Langdale Ferry terminal to the Town of Gibsons by Stewart/North Road and Payne Road. It would provide an alternative to North Road and the road through Gibsons and would address the following deficiencies/problems:

- the narrow road right-of-way, lack of shoulders, frequent access from individual properties, lack of adequate sighting distances for such accesses, and inadequate horizontal and vertical alignments that characterize the Gibsons-Port Mellon Road; and the "hair-pin" turn and lack of shoulders on part of North Road.

These features are associated with:

- frequent accidents on sections such as the Granthams Hill;

- problems arising from ferry traffic including congestion; speeds above road capacity; and line-ups that consume a complete lane, block accesses to residential properties and affect accessibility to the ferry terminal/Port Mellon;

- conflicts with the use and enjoyment of residential properties and other uses of land created by non-local traffic, and the need to transport hazardous materials and other resource/industrial related traffic through the Town of Gibsons and other settlement areas.

(ii) Rat Portage Hill

This 1.0 kilometre stretch of Highway 101 is characterized by poor horizontal and vertical alignments and incorrect super-elevation; and has an improperly designed passing lane that results in frequent accidents and impedes traffic flow. It serves as the only designated pull-off/passing

lane between Gibsons and Sechelt and should be designed and reconstructed to enable safe passing in both directions.

(iii) Secret Cove to Earl's Cove Road

This 30 kilometre section of Highway 101 is extremely hazardous for the general public and especially for heavy truck and commercial traffic due to the following deficiencies: poor horizontal and vertical alignments; pavement deterioration; high frequency of accesses and poor sight distances.

b. Port Mellon Road

Issues - to upgrade a 7 kilometre road linking Langdale to Port Mellon to tie into the Gibson's Bypass, and to provide a standard of design and construction enabling safe highway speeds (80 km per hour).

Currently a narrow and poorly aligned road, the Port Mellon Highway accommodates traffic flow associated with the Howe Sound Pulp and Paper Limited mill which is undergoing an expansion that would increase the pulp capacity from 650 tonnes per day to 1,000 tonnes, and would also expand operations to include in 1991 a new 585 tonnes per day newsprint mill. This would secure 415 jobs. The road will also have to accommodate industrial traffic arising from a 405 acre forest products industrial park presently being planned for Hillside to provide 600-800 jobs; the transportation of hazardous materials (in particular, petroleum products) to be located in the Hillside development; and other bulk products transported from/to a bulk handling jetty which is anticipated to ultimately develop into a port facility.

c. Egmont Road

Issue - to upgrade this 6.0 km road adequate for safe traffic flow at 80 km per hour.

Traffic volumes, documented at 1-5000 per day are primarily industrial (aquaculture related), tourism (associated with the Skookumchuk Narrows Provincial Park)

and residential in origin. There is an existing slide area of a hazardous nature that requires immediate attention, and vertical and horizontal alignment problems that need to be addressed.

d. Horseshoe Bay Ferry Terminal

Issue - to address the access and parking problems that characterize this ferry terminal.

Problems associated with the terminal include extreme congestion and long queues of traffic that utilize 3 ferry routes (Departure Bay, Langdale and Bowen Island); safety issues created by Squamish and Horseshoe Bay destination traffic seeking gaps in the ferry queues; an absence of an outer parking compound and an inner compound capacity insufficient to service ferry traffic.

e. Langdale Ferry Terminal

Issue - to address the access and parking problems that also characterize this terminal.

This terminal has line-up problems arising from inadequate inner compound storage capacity during peak usage periods, and inefficient dispersal of ferry traffic due to the limited capacity of the connecting road system to absorb ferry traffic flow and its conflicts with Port Mellon related traffic.

f. Earls Cove - Saltery Bay Ferry

Issue - to improve the sailing schedule.

Presently there is a 4 hour gap in the afternoon sailing frequency, creating a disruption in an important highway access to the Sunshine Coast Regional District and the Lower Mainland.

g. Horseshoe Bay - Langdale Ferry

Issue - to improve the sailing schedule to include a late night service.

The current ferry schedule (at 2 hour intervals) is quite satisfactory, with the exception that the latest sailing from Horseshoe Bay is at 9:15 p.m. The ferry service is regarded by residents as an essential highway link, providing access to commercial, cultural, recreational, educational and specialized medical facilities, etc. that are not viable on the Sunshine Coast. The expansion of Port Mellon and other economic initiatives are also putting additional demands on the service.

h. Airport Improvements

Issue - to improve the airport facilities to accommodate medivac aircraft, facilitate passenger movement and economic development (i.e. to upgrade it to allow for night use and larger aircraft, including emergency aircraft).

Improvements presently required consist of an extension of the runway to 1200 metres, expansion of the aprons and improvement of lighting facilities.

i. Hillside Port

Issue - to install a bulk handling and fuel wharfage as a first phase of a bulk handling port on longer term basis.

There is an absence in the Sunshine Coast Regional District of suitably located marine transport facilities for petroleum products, other hazardous materials and bulk products that minimize the potential conflicts with settlement areas.

j. Transit

Issue - to facilitate access/use of community and commercial facilities by all types of residents, including the special needs and retirement population by improving public transit.

The existing public transit system is of a paratransit nature that to date has not been able to meet the demand for an expanded and improved service to areas extending from Langdale to Earl's Cove, and in particular providing service to the Langdale Ferry terminal, the Redrooffs/

Halfmoon Bay area, a Saturday and Sunday service, an early morning service, an evening service, the West Gibsons/Gower Point area and the West Sechelt area. In the previous year, the unfulfilled requests for service to these areas/ for these times were respectively the following: 234, 39, 37, 36, 28, 29 and 22.

k. Water Bus Service

Issue - to support and encourage the installation of a water bus service linking the Sunshine Coast with the Greater Vancouver transit service.

The possibility of such a service has been discussed with the transportation task force sub-committee by Mr. Jim Yates and Mr. Ted Wilson. The service could be for passengers travelling between Gibsons and the Vancouver Seabus Terminal, providing possibly a late night sailing for residents to travel to activities in Vancouver. Travel time from Gibsons and Vancouver is estimated to be 55 minutes.

6.0 PROPOSED TRANSPORTATION RELATED PROJECTS

A plan for the transportation needs of the Sunshine Coast Regional District is shown on the accompanying tables. A short term plan for the next five years is shown on **Table 6.1.** A longer term plan for needs to the year 2000 is shown on **Table 6.2.**

Projects are listed in order of priority. The preparation of the plan is a departure from the classic transportation planning process which involves the collection and analysis of travel data and the identification of need based on traffic demand and system deficiency.

At most of the project locations, detailed traffic counts and accident statistics are not available. Where counts are available, they reflect the number of through movements on major roads and do not give essential data on turning movements, vehicle classification, peak period characteristics and accident diagrams.

From the available traffic counts, it can be shown that there are warrants for many of the proposed projects. These include:

- The safety of a road is determined by the geometric sight and stopping distances that it affords to the vehicle operator. This is especially critical on roads that carry a high percentage of large vehicle combinations such as logging trucks. Safe sight distances are not provided over several sections of Highway 101 between Secret Cove and Earls Cove.

- A road's geometry must be consistent with its operating speed. Inconsistencies such as sudden sharp curves or a traffic signal after long distances of freeflow are points of high accident potential. Such inconsistencies exist at many locations on Highway 101, especially on Rat Portage Hill.

- Most industries cannot thrive without a reliable transportation route. An investment in transportation always benefits businesses in the area. The Port Mellon Highway is an example of such a route that will benefit the mill and industrial site.

- The capacity of a 2-lane divided arterial during peak summer periods with occasional controlled intersections is approximately 800 vph in the peak direction. The surge volumes on North Road can currently exceed this

volume. This number of vehicles combined with the steep terrain and residential homes adjacent to the road causes delays and is unsafe for local visiting users. A Gibsons Bypass will alleviate these inadequacies.

- Accident rates, when available, indicate the number of accidents reported per million vehicle kilometres driven within the project limits. An accident rate greater than 2.0 per million kilometres requires immediate investigation and redesign.

- The rates must be taken only as general indicators of possible safety warrants for the projects; accident occurrence may be concentrated at specific "black spots" (ie. hazardous intersections or other local alignment anomalies), rather than distributed over a project's entire length.

Table 6.1 and 6.2 show project benefits broadly stated in qualitative terms. No attempt has been made, as part of this study, to evaluate projects by undertaking cost-benefit analyses.

Project costs give approximate values of the design and construction of each project. They have been based on unit values for lengths of road, interchanges and intersection improvements. Costs do not include the acquisition of property or large utility removals.

Table 6.1

SHORT TERM PLAN: 0-5 YEARS IMPLEMENTATION

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

SUNSHINE COAST REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC 1987	TRAFFIC 2000	LEVEL OF SERVICE 1987	LEVEL OF SERVICE 2000	ACC.* RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY HIGH (1st year)	MEDIUM (2nd-3rd years)	LOW (4th-5th years)
H1	Highway #101: Gibsons Bypass	Langdale Ferry Terminal to Highway #101 at Pratt Road	Construct 6.11 km bypass of Gibsons to alleviate congestion during loading/unloading of the ferry and reduce congestion through Gibsons during traffic dispersion	800+ (1989 peak hour one way counts on North Rd	-----	E	F	---	Safety Supports tourism Supports residential growth Supports industrial growth	D C	0.1 7.0		
P1	Hillside Industrial Park Fuel Dock and Bulk Materials Wharf	Hillside Industrial Park	Construct a dock to handle dangerous goods.	-----	-----	-----	-----	---	Safety	D,C	2.0***		
H2	Highway #101: Rat Portage Hill Passing Lane Improvements	Highway #101 at Rat Portage Hill	Widen and realign 1 km of road to improve existing deficient passing lane. (This is the only designated passing area on the Gibsons-Sechelt Route).						Safety	P,D C	0.05	1.0	
H3	Highway #101 Improvements: Secret Cove to Earls Cove	Highway #101: Secret Cove to Earls Cove	Upgrade horizontal and vertical alignment of 30 km of highway to 80 kmh design standard; reduce frequency of accesses and correct other safety hazards.	850 (1986 count at Earls Cove)					Safety Supports tourism Supports growth	P,D C	0.5	10.0	10.0
F1	Langdale/Horseshoe Bay: Ferry Terminal Improvements	Langdale and Horseshoe Bay	Improve vehicle access/egress, holding compound capacity and parking facilities at Langdale.	-----	-----	-----	-----	----	Supports tourism Supports industrial growth Supports residential growth	P,D C	0.25	3.0	
			Provide separate Sunshine Coast access to the terminal at Horseshoe Bay so as to improve vehicle and pedestrian movements, increase holding compound capacity and parking facilities.	-----	-----	-----	-----	----	Safety	D,C		**	
H4	Port Mellon Highway: Improvements	Langdale Ferry Terminal to Port Mellon Mill	Widen and upgrade deficient alignment on 7 km section of road; tie new alignment to the proposed Gibsons Bypass and Hillside Industrial Park.	590 - 1,300 (1986 counts taken at north and south ends)					Safety Supports industrial growth	P,D C	0.3	1.5	6.0
H5	Egmont Road: Improvements	Highway #101 to Egmont	Upgrade deficient alignment (horizontal and vertical) on 6 km of road; immediate repair work required at slide area.						Safety Supports tourism Supports industrial growth	D C	0.2 (slide)	0.2 (other) 1.0 (slide)	4.0 (other)
A1	Gibsons-Sechelt Airport: Improvements	Wilson Creek - north end of Field Road	Expand runway to 75' x 4,000', add taxiways, and install night lighting to accommodate medivac and other emergency evacuation aircraft.	-----	-----	-----	-----	----	Improves medical services Supports industrial growth Supports tourism	D C	0.05	1.0***	
									SHORT TERM PLAN SUB-TOTALS		10.45	17.7	20.0
									TOTAL			48.15	

* Accidents per million kilometres of travel.
(No accident rates are available for Sunshine Coast)
** Project outside Regional District (A portion of capital cost is directly attributable to Sunshine Coast)
*** Cost shared with Federal Government

Table 6.2

LONG TERM PLAN: TO YEAR 2000

PROVINCE OF B.C. TRANSPORTATION PLAN
MAINLAND SOUTHWEST

SUNSHINE COAST REGIONAL DISTRICT

TYPE OF PROJECT

P - PLANNING AND RIGHT-OF-WAY IDENTIFICATION
D - DESIGN
C - CONSTRUCTION

	PROJECT NAME	LOCATION	DESCRIPTION	TRAFFIC		LEVEL OF SERVICE		ACC.* RATE	BENEFITS	TYPE OF PROJECT	ESTIMATED COST $(MILLIONS) AND PRIORITY		
				1987	2000	1987	2000				HIGH	MEDIUM	LOW
H6	Highway #101: Ferry to Ferry Improvements	Langdale to Earls Cove	Further upgrading of Highway #101 (beyond the short term requirements) to higher safety and design standards; improve 'ferry to ferry' connection in support of a circular route with Vancouver Island. This will include passing lanes, left turn lanes and intersection improvements.	-----	-----	-----	-----	----	Supports industrial growth Safety Supports tourism	P,D C	0.5	10.0	
P2	Hillside Industrial Park Port Facility	Hillside Industrial Park	Develop port facility for safer movement/storage of fuel products and for transport of other bulk products.	-----	-----	-----	-----	----	Safety Supports industrial growth	P,D C	0.5	10.0***	
H7	Inland Sunshine Coast Highway	Gibsons Bypass to Earls Cove	Planning and right-of-way protection for an alternative Sunshine Coast highway that will parallel Hwy. #101.	-----	-----	-----	-----	----	Safety to coastal residents Supports tourism Supports industrial growth Commerce	P C		0.5	100

* Accidents per million kilometres of travel
(No accident rates are available for Sunshine Coast)
*** Cost shared with Federal Government

7.0 PROPOSED TRANSPORTATION RELATED INITIATIVES

A Summary of proposed transportation related initiatives for the Sunshine Coast Regional District is shown on Table 7.1.

These initiatives reflect some of the key transportation issues identified by the Regional District in Chapter 5 of this report. They involve changes in transportation policy, legislation and regulation to enhance the safety and mobility of the travelling public, without large expenditure of public funds.

Table 7.1

SUMMARY OF PROPOSED INITIATIVES

SUNSHINE COAST REGIONAL DISTRICT

INITIATIVE TITLE	PROBLEM OPPORTUNITY	ACTION PROPOSED
1) Improve the scheduling and convenience of the ferry service	Inconvenience to residents and visitors; deterrent to economic growth.	Additional and late night sailings on Routes 3 and 7 should be reinstated/introduced. These services are essential to maintain lifestyle and support economic development on the Sunshine Coast.
2) Transit Service Improvements	The existing paratransit program does not adequately serve the community.	Additional transit capacity should be provided as the need is identified for both special needs and residential users.
3) High speed passenger transportation link between Sunshine Coast and downtown Vancouver	Convenience to commuters. Urban linkage to employment opportunities. Economic stimulator.	Support private sector initiatives to develop alternative high speed transportation links between Sunshine Coast and downtown Vancouver transit service.
4) Ensure direct links to Vancouver	Road access to Squamish may result in the suspension of ferry service.	Work to maintain policies that will lead to the quickest and cheapest vehicle access to the Lower Mainland.
5) Dangerous Goods Handling	Potential spills of chlorine, petroleum products and other dangerous cargoes.	Establish storage sites at point of entry to Sunshine Coast for dangerous cargo to be used locally.
6) Bicycle Highway Allowance	Safety for cyclists. Promotion of tourism and recreation.	Promote additional width on provincial highways so as to encourage cycle touring.

8.0 CONCLUSIONS

The proposed plan of transportation projects detailed in Table 6.1 and Table 6.2 supports the concept of inter-regional travel between the Sunshine Coast and Vancouver as well as between the Sunshine Coast and Vancouver Island.

The plan identifies both the short term and long term transportation needs and deficiencies of the Sunshine Coast Regional District. It gives the approximate costs of project phases and identifies the benefits that will result from the implementation of each project. These benefits include:

- Better mobility to the Sunshine Coast by improving access at ferry terminals and by increasing the number of ferry sailings.
- A safer ferry-to-ferry link on Highway 101 between Earls Cove and Langdale.
- Economic advantages for the Hillside and airport developments and for the lumber, pulp and paper industry.
- Continued direct links with Vancouver.

APPENDIX A

BRIEFS AND SUBMISSIONS

SUNSHINE COAST REGIONAL DISTRICT
TRANSPORTATION SUB-COMMITTEE

LISTING OF BRIEFS AND SUBMISSIONS

Number	Name	Subject	Method
1	David C. Wells Spokesperson, Catch-16	Transportation: Access to Health Facilities	Letter: Public Hearing
2	Cliff Connor Halfmoon Bay	Road Upgrading Concerns	Letter: Public Hearing
3	Council of the Town of Gibsons	Transportation concerns including: Gibsons Bypass, Langdale ferry late sailing, ferry fares	Letter: Public Hearing
4	Mayor Diane Strom Town of Gibsons	Ferry Subsidies	Public Hearing
5	D.J. Stuart Howe Sound Pulp and Paper	Transportation concerns including: Port Mellon Hwy. upgrading, dangerous goods transportation	Letter
6	Sandy McBride P.A.L.S.	Transportation: Access to recreation/social activities (Sunshine Coast and the Lower Mainland)	Letter: Public Hearing
7	The District of Powell River	Transportation concerns re: ferries, roads, air, and ports	Written brief

LISTING OF BRIEFS AND SUBMISSIONS

(Continued)

Number	Name	Subject	Method
8	Alderman Bob Graham District of Sechelt	Late ferry sailing	Public Hearing
9	Alderman David Wells The District of Sechelt	Transportation concerns including: late ferry sailing, Gibsons Bypass, etc.	Letter
10	Gordon Wilson Regional Director Area A	Transportation concerns including: highway improvements and hazardous goods transportation	Public Hearing
11	Airport Committee Representatives	Airport Improvements	Verbal - Meeting
12	Jim Yates Seaflite	Water bus connection to Vancouver Seabus terminal	Presentation - Meeting
13	Art McPhee P.E.P.	Earthquakes, Access improvement	Presentation - Public Hearing
14	RCMP	Supports for Gibsons Bypass, Rat Portage Hill and Secret Cove to Earls Cove	Letter
15	Travel Sunshine Coast	Circle Pac Pre-purchase Ferry Tickets	Letter
16	Sechelt Indian Government District	List of Priorities	Letter

LISTING OF BRIEFS AND SUBMISSIONS

(Continued)

Number	Name	Subject	Method
17	Ministry of Forests and Lands	Integrated Planning	Letter

April 24, 1989

Ms. Peggy Connor
Chairman
Regional Transportation Committee
Sunshine Coast Regional District
Box 800
Sechelt, B C
V0N 3A0

Dear Ms. Connor,

On behalf of the Catch 16, (a local community health group), I wish to contribute the following points to the committee.

There is a need for better transportation throughout the Sunshine Coast area; not as a convenience, but also as an adjunct to improving health. Developing such services would be keeping with the stated Federal and Provincial policies of promoting individual self reliance as a way to health.

The problem of young people having to hitch-hike, and doing so at night, has already been pointed out, I'm sure; but this area also has a higher proportion of older people (over sixty years), than the average for the province. It also has a higher mortality rate than the the average. The distances to be travelled to medical and other facilities are great. This tends to strand many people, and cuts off access to existing resources. These resources include both social preventive as well as treatment facilities.

We believe that there is a need for better transport as a means of improving health in this area. The logistics of implementation we leave to others;cf the need we are convinced.

David C. Wells
Spokesperson for Catch-16

DCW/slr

April 24/1989

Submission;

To the Sunshine Coast Transportation Committee

Minister of State

Upgrading of the roads on the Sunshine Coast has been done with 1960s thinking.
It is time they did it with the 1990's upgrading in mind.
Example;- the latest development at Secret Cove the upgrading appears to be with 1960's thinking.
What should be being planned for is a four lane highway, not the roadbed, but space for future expansion.

Respectfully submitted,

Cliff Connor

Cliff Connor,
R.R. 1 Halfmoon Bay, B.C.
V0N 1Y0

Brief to the

Regional Transportation Planning Committee

April 24th, 1989

The Council of the Town of Gibsons wishes to voice its appreciation for this opportunity to express a viewpoint which, while similar to, may not coincide precicely with the Regional perspective.

The Highway 101 Bypass of Gibsons and adjacent waterfront communities has been a high priority for the Gibsons' Council for a number of years. The removal of large trucks and other through traffic from our commercial areas has been considered the single most important possible improvement to the quality of life of the Town. While some business men have recently come forward to argue that removing the traffic will hurt their businesses, there are others who will argue that providing an opportunity for tourists to pull out of the traffic flow and into an uncongested "village" atmosphere will attrack more business.

The B.C. Ferry service to Langdale is our lifeline to the lower mainland. It is our "highway" link and as such is inadequate since the gate closes at 8:20 p.m. each day. The gate also closes when large numbers of vehicles create congestion on certain sailings and some must wait. The closed gate creates a diminishment in our ability to participate in the cultural and sporting activities offered in the lower mainland and results in our children not being exposed to symphony, ballet, professional live theatre as well as professional sports contests.

The fares charged for the use of the ferry are a penalty imposed because we have choosen to live here. Communities served by highways do not have to pay an ever increasing toll to use those highways. We know that ferries do not operate for nothing, in actuality, nor do highways. Yet only under unusual circumstances are fees applied for the use of highways. The ever increasing fares are a retardant to the growth of our community and should be frozen, or even reduced to stimulate development here.

Howe Sound
PULP AND PAPER LIMITED

May 23, 1989

Sunshine Coast Regional District
Box 800
Sechelt, B.C.
V0N 3A0

Attn: Transportation Sub-Committee

Dear Sir or Madam:

On behalf of Howe Sound Pulp and Paper Limited I would like to indicate the following concerns regarding transportation improvements on the Sunshine Coast. While we cannot comment on all the many issues that are pertinent to the subject, we would like to comment on those that specifically relate to our business.

Firstly, the Port Mellon highway is in need of upgrading. It requires some straightening to eliminate the unnecessary difficult driving considering the amount of people, goods and services that use it on a daily basis. Additional pullouts for large transport vehicles would also be helpful.

The second issue that is of concern, is the transportation of dangerous goods to the Sunshine Coast. As an industry, we are users of materials that are classified under the Dangerous Goods Act, but there are many other businesses who deal in dangerous goods as the definition is a broad one. We would certainly support the development of a port facility for industrial products and particularly dangerous goods.

To sum up, I hope that our few points will be useful in furthering your plans for transportation improvements.

Yours truly,

D.J. Stuart
Mill Manager

DJS:bej

Mill Office: Port Mellon, B.C., Canada V0N 2S0 Telephone (604) 884-5223 Facsimile (604) 884-5363
Registered Office: 2900-1055 Dunsmuir Street, P.O. Box 49420 Bentall Postal Station, Vancouver, B.C., Canada V7X 1B5
Telephone (604) 661-5241 Facsimile (604) 661-5273 Telex 04-53338

Equally owned by Oji Paper Co., Ltd. and Canfor Corporation

P.A.L.S.
(Peninsula Association for Leisure Services)
P.O. Box 952,
Sechelt, B.C., VON 3AO

April 20, 1989

Regional Transportation Committee,
c/o Chairman Peggy Connor,
Sunshine Coast Regional District,
Box 800, Sechelt, B.C.

Dear Members,

We are writing to express our views regarding transportation, particularly as it relates to recreation and the provision of leisure opportunities on the Sunshine Coast.

As you may know, P.A.L.S. is a registered, non-profit organization, comprised of volunteers whose goal is to "facilitate the provision of leisure-time opportunities designed to meet individual and group needs on the Sunshine Coast". We believe that a long range ACTION PLAN will result in the development of recreation facilities and programs that maximize available resources. In the course of rallying community support for this ACTION PLAN, P.A.L.S. has circulated and collated the results of over 400 survey forms, in which respondents were asked to outline specific recreation issues to be addressed by an ACTION PLAN. An overwhelming majority of people indicated that transportation is a factor that affects leisure-time pursuits. The absence of public transportaion means that:

- access to existing and/or future recreation opportunities is restricted
- involvement in community based activities by the teenage population in particular, is seriously limited. (There can be no doubt that this contributes to substance abuse and general delinquency in this age group.)
- the retirement and tourism potential of the Sunshine Coast can not be realized
- access to the wealth of cultural, social, educational and physical opportunities in Vancouver is restricted
- the quality of life experienced by all Sunshine Coasters and visitors is diminished, but in particular those people whose income is low or who are otherwise dependant on others

We will be in attendance at the public meeting on April 24th and look forward to contributing to the addressing of these and other transportation issues that face the Sunshine Coast.

Sincerely,

Sandy McBride
Secretary - P.A.L.S.

A BRIEF PRESENTED BY
THE CORPORATION OF THE DISTRICT
OF POWELL RIVER
ON APRIL 10, 1989
TO
THE MINISTRY OF TRANSPORTATION & HIGHWAYS
REGION 1 TRANSPORTATION COMMITTEE

INTRODUCTION

The Mayor and Municipal Council of the District of Powell River would like to welcome the Region 1 Transportation Committee to Powell River and would like to express their appreciation for being afforded the opportunity to present the Committee with this brief. Our brief outlines several of the concerns that we have after reviewing the documents entitled "A Transportation Planning Overview of the Province of British Columbia".

Although the Transportation Planning Study is comprehensive and indeed has addressed many of the problems that the provincial transportation system is experiencing, it is our opinion that many key issues that effect the smaller and, in some cases, more isolated communities similar to Powell River have not been studied and reported on adequately.

THE ISSUES

The issues we would like to address with the Minister are as follows:

Ferry Service.

Municipal Council considers the provision of adequate ferry service to be of paramount importance to Powell River. It is the largest single transporter of people between Powell River and both the lower mainland and Vancouver Island and it is the key to successful economic development and growth both in the municipality and the region. Without frequent, well timed and economically priced sailings to and from Powell River the area will suffer. It is disappointing that the study prepared by Del Can has not focused more attention on the ferry system since it provides such a vital link between coastal communities. We strongly urge the Committee to investigate the suggestions listed below:

- establish a direct ferry link between Powell River and Horseshoe Bay between May and September with two return sailings daily,

- establish a late sailing from Langdale to Horseshoe Bay to allow people to attend evening events in Vancouver,

- during the peak summer months establish hourly sailings between Horseshoe Bay and Langdale, and Earls Cove and Saltery Bay,

- alternative to the above, the Ministry should reinstate the mid-day sailing between Earles Cove and Saltery Bay,

- the use of Sunshine Coast commuter tickets should be extended to include the Powell River/Comox crossing. Currently it is more expensive to go from Powell River to Comox than it is to go from Powell River to Vancouver despite the fact that the Comox ferry only travels approximately half the distance,

- packaged rates should be established for tourists wishing to make the circle tour of the Sunshine Coast and Vancouver Island. Our economy relies to a fair degree on tourism and lower fares will encourage people to visit our community,

- current fares should be reduced for people required to travel between Powell River and elsewhere for medical purposes,

- group fares should be established so that tour groups, organizations and sport teams are not discouraged from utilizing the ferry service,

- reinstatement of fare discounts for area residents,

- the Municipal Council wishes to register its strong objection to the recent increase in fares for ferry passengers at a time when more use of the system should be encouraged. It is felt that this increase will only act as a deterrent to many potential visitors to our area.

ROADS

Municipal Council was again disappointed after reviewing the report to see no reference to the proposed upgrading of Highway 101. Although this highway ranks far below many other provincial arteries in terms of traffic volume, the requirements that roadways meet certain design criteria are the same for all roads. The existing portion of Highway 101 between Langdale and Powell River contains road geometry that in this day and age is not acceptable, in fact some sections could be said to be treacherous and are enough to discourage even the most seasoned traveller during certain times of the year.

Municipal Council recognizes that the Ministry of Transportation and Highways has been undertaking some road improvements but the work is not nearly what is required nor is it taking place as quickly as it should be. We view these attempts by the Ministry as being a "band-aid" solution to a transportation problem that has existed for an extended period of time. The upgrading of Highway 101 between Langdale and Powell River should be given priority and should include road widening, improved alignment and provision of passing lanes.

AIR TRANSPORTATION

The provincial transportation study identifies Powell River as having a community airport that requires general improvements such as a new terminal building, security fence and the preparation of an airport development plan. The federal government has just recently announced that it will be contributing in 1989 $190,000. towards the development of an airport development plan, the installation of a security fence on the perimeter of the airport lands, the construction of a prefabricated sterile holding room and preparation of the preliminary design of a new terminal building. In addition to this work and as the result of requests from businesses associated with air facilities, Municipal Council has

initiated and completed a study to determine how best to develop a small section of the airport property so that commercial enterprises may be able to locate at the airport. The study which contains recommendations and cost estimates has previously been submitted to the Ministry of Transportation and Highways, Air Transport Assistance Program Office for review and Council is seeking the Minister's assistance in ensuring that the application for funding is approved. Just recently a local business requiring airside facilities and wishing to locate at the Powell River community airport was turned away because of the unavailability of any service property at the airport. We recognize that this is not an acceptable situation and the Municipality would like the Minster's help in addressing the problem.

PORT FACILITIES

Municipal Council endorses the recommendations contained in the report in connection with port facilities in the province. As a costal community Powell River's reliance on the water transport of people and freight is significant and facilities to properly accommodate water traffic are vitally essential. At the present time the Municipality, in close connection with other community groups and advisors knowledgable in the growing industry of cruise ships, is working hard to promote Powell River as a cruise ship destination. Provincial participation in this initiative is needed and will be welcomed.

CONCLUSION

On behalf of Municipal Council we would like to conclude by saying that Council has given a great deal of thought to these issues and, as was stated earlier, is appreciative of the opportunity to present our views to the Region 1 Transportation Committee. While we congratulate the Government on its efforts thus far we feel that a great deal more needs to be done in the way of detail analyses of each of the components of the province's transportation system. We look forward to the work being undertaken and would enjoy working with the Ministry to help develop a transportation plan that will serve the province well into the next century.

The Corporation of the District of Sechelt

"Heart of the Sunshine Coast"

Our File No. A-047
May 23rd, 1989

Ms. Peggy Connor,
Chairman
SUNSHINE COAST REGION TRANSPORTATION
PLANNING SUB-COMMITTEE
P.O. Box 800,
Sechelt, B.C. V0N 3A0

Dear Peggy:

With reference to my letter of May 17th, 1989, it was noted at the Council meeting that evening that other priorities should have been included. In order of importance are:

- Late ferry sailing
- Gibsons By-Pass
- Highway 101 upgrading
- Airport runway expansion
- re-instatement of Earls Cove to Saltery Bay midday run
- extension of discount tickets to the Comox - Powell River run

Yours truly,

D. Wells,
Chairman
Transportation Committee,
District of Sechelt

DW/SEA

The Corporation of the District of Sechelt

"Heart of the Sunshine Coast"

May 17th, 1989

Ms. Peggy Connor,
Chairman
SUNSHINE COAST REGION TRANSPORTATION
PLANNING SUB-COMMITTEE
P.O. Box 800,
Sechelt, B.C. VON 3A0

Dear Peggy:

Further to the April 24th meeting which was attended by myself and Aldermen Doug Reid and Robert Graham. At that meeting it was stressed that the District of Sechelt strongly urges a late ferry run be instituted on a permanent basis.

The obvious reason of cultural isolation, hospital treatment availability and simply availing oneself to Vancouver's greater shopping resources, were pointed out.

What was not stressed, was that late ferries are scheduled when runs of good loads are ensured, as on summer Fridays and Sundays. But although B.C. Ferries maintains that service is not oriented to financial considerations, late ferries have not been tried out to actually see how many Sunshine Coast residents will avail themselves of the late run they keep asking for. We hope your committee will be successful in getting at least a trial run begun, hopefully with no "it never worked before excuses".

The time for this service is long past.

Yours truly,

D. Wells,
Chairman
Transportation Committee,
District of Sechelt

P.O. Box 129, 5545 INLET AVENUE, SECHELT, B.C. VON 3A0 Telephone 885-1986

Royal Canadian Mounted Police | Gendarmerie royale du Canada

MAY 29 1989

S.C.R.D.

Your file Votre référence

.26 May, 1989

Our file Notre référence
89-1402

Sunshine Coast Region Transportation
Planning Sub-Committee
Sunshine Coast Regional District
Box 800
Sechelt, B.C.
V0N 3A0

ATTN: Mrs. Peggy CONNOR

Dear Mrs. Connor:

In reply to your letter dated May 12, 1989 and our conversation on May 24, 1989, we do have areas of concern regarding the highways on the Sunshine Coast.

There are three major areas of our coastal highway system that we feel require upgrading to improve traffic flow and to reduce motor vehicle accidents. The first is the Gibsons by-pass, which is required to ensure the free movement of large commercial vehicles and dense ferry traffic. At present both routes still present problems to heavily ladden trucks and this, combined with ferry traffic, brings traffic to a crawl or a complete stop on a regular basis.

Our second problem area is Rat Portage Hill which has a history of motor vehicle accidents. This area presents several problems to motorists as it is not banked sufficiently for the curves, and during the winter months black ice is common to this area. Rat Portage Hill has been studied by us in the past and a temporary solution was worked out with the Department of Highways with the installation of the "pullout" lane. However, any solution in the future should require a major renovation of this section of highway.

...2

Our last area of concern is the area of highway from Secret Cove to Garden Bay Road. This area is very narrow with winding curves and very little highway shoulder. This creates problems for ferry, commercial vehicle, and bicycle traffic using this highway. Much of this section should be widened and straightened to handle the present and future traffic needs of the Sunshine Coast.

The area of the Port Mellon Highway we discussed will likely be a problem with the busy mill expansion going on but we feel this is a short term problem. This highway will probably see considerably less traffic after completion of this project and could be monitored at that time to determine what improvements are required.

I hope this gives you some insight into what areas we have determined to be a priority.

Yours truly,

R.A. Stelter, Staff Sergeant
Non-Commissioned Officer In Charge
Sechelt Detachment

Box 188
Sechelt, B.C.
V0N 3A0

TRAVEL
SUNSHINE
COAST

Box 675. Sechelt. B.C. V0N 3A0 • (604) 885-3230

June 1, 1989

Mr. Bouchard
Marketing & Public Relations
B.C. Ferry Corporation

Victoria, B. C.

Dear Mr. Bouchard:

It has recently come to our attention that B. C. Ferries has initiated a new programme called CirclePac, to sell the circle routes to the tourist. We have long wanted such a service to encourage longer stays and deeper penetration of our area. We wish to commend the Ferry Corporation for a step in the right direction.

However, we feel the programme should be marketed more widelyin B.C. to the pre-purchasing public and not only available through Travel Agents.

Our other request would be to seek an "Order in Council" to enable offering a discount fare as has been done with seniors and with group travel. This step would make pre-purchasing worthwhile and encourage our Tourism Industry.

Yours truly,

Kay Bailey
Chairman

c.c. Ron Davis, Manager Prod. & Sales
Bill Reid, Minister of Tourism
Mel Smith, Ministry of Tourism
E. Veitch, Minister of State
Harold Long, MLA McKenzie
SWBC Tourism Association
V.I. Tourism Association
Transportation Task Force

RECEIVED
JUN 2 - 1989
S.C.R.D.

SECHELT INDIAN GOVERNMENT DISTRICT

May 31, 1989

Ms. Peggy Connor
Chairman
Sunshine Coast Regional District
Box 800
Sechelt, B. C.
VON 3AO

Dear Ms. Connor:

I have completed and enclosed a copy of your "Freedom to Move" information sheet dated April 24, 1989 on behalf of our District as requested.

Yours truly,

Thomas Paul
Chief Councillor

/bm
enclosure

FREEDOM TO MOVE

PUBLIC MEETING, April 24, 1989

INFORMATION SHEET

The transportation sub-committee proposes the following major improvements to the various transportation modes on the Sunshine Coast. Please indicate the priority you think each improvement should be given by assigning numbers 1 to 11, with 1 being the most important priority and 11 being the least important priority.

PRIORITY

HIGHWAYS:

1 #1 Ferry to Ferry: (including the following phases)
Construct and rebuild
a) Gibson's Bypass
b) Ratportage Hill
c) Secret Cove to Earl's Cove

10 #2 Port Mellon Road:
- survey and design new road which would connect with Gibson's Bypass and Hillside Industrial Park.

8 #3 Egmont Road:
- survey and design for realignment of road.

Justification - public safety and facilitating expanding traffic loads.

FERRIES:

6 #1 Support reinstatement of midday sailing between Earl's Cove and Saltery Bay.

9 #2 Address the access and parking problem at Horseshoe Bay terminal.

5 #3 Address the queuing and parking problem at Langdale terminal.

3 #4 Monitor ferry traffic volume on the Horseshoe Bay / Langdale route and introduce additional sailings as warranted.

Justification - essential public service to maintain lifestyle and economy of the Sunshine Coast.

AIRPORT:

7 #1 Support airport committee's request for runway expansion to 4000 feet and improvement to allow for night use and larger aircraft.

Justification - This expansion has potential benefits for new economic development, public service and emergency needs.

PORTS AND HARBOURS:

2 #1 Development of a port facility in the Hillside Industrial Park for safer movement/storage of fuel products, and transport of other bulk products.

Justification - Significant contribution to creating new economic development on the Sunshine Coast.

TRANSIT:

4 #1 Delivery of third mini bus as warranted by demand.

Justification - facilitate access/use of community and commercial facilities.

OTHER:

____ Please explain _____

Province of
British Columbia

Ministry of
Forests and Lands

Box 4000, Sechelt, B.C. V0N 3A0
Telpehone 885-5174 - Faxcom #885-3803

JUN 2 - 1989

S.C.R.D.

May 31, 1989

File:

Sunshine Coast Regional District,
P.O. Box 800,
Sechelt, B.C.
V0N 3A0

Attention: Peggy Connor

Dear Mrs. Connor:

I have been asked by the management of the Sunshine Coast Forest District to provide input to the Sunshine Coast Region Transportation Planning Sub-Committee.

I will use, as a basis for my comments, the information sheet you gave me at our meeting of May 24, 1989.

A) **Highways**

1. a) Gibsons Bypass - no concerns
   b) Ratportage Hill - no concerns
   c) Secret Cove to Earls Cove - McNeill Lake Forest Service Road (FSR) and Hallowell FSR intersects.

2. Port Mellon Road - Ouilett Creek FSR, Dakota Creek FSR and McNair Creek FSR intersects.

3. Egmont Road - North Lake FSR intersects.

In all cases where a FSR intersects with a public highway undergoing upgrading the Forest Service should be advised in advance to allow planning and budgeting time for improvements to intersection as required.

B) **Airport**

During 1987 the Forest Service acquired a FSR right-of-way from the owners of the airport property that provided for access to Crown land but did not interfere with extension of the airport runway.

. . .2

C) **Ports and Harbours**

The Forest Service is presently working to acquire FSR access to Crown land through the Hillside property.

It is our policy that public access to Crown land be preserved and enhanced on an ongoing basis. To this end the Forest Service has developed a system of Forest Service Roads that we maintain and upgrade as required. We would be extremely interested in being a part of future transportation planning activities in this area.

The major improvements itemized on the information sheet are certainly required in order to provide a safe and efficient transportation system and are fully supported by this District.

Yours truly,

MINISTRY OF FORESTS

Paul Harper

P.J. Harper
(Acting) Resource Officer,
Engineering
Sechelt Field Office
Sunshine Coast Forest District

APPENDIX B

DATES OF SUB-COMMITTEE MEETINGS
AND PUBLIC MEETINGS

The Transportation Sub-Committee met in formal session on eleven occasions.

Dates of Meetings:

February 13, 1989
February 20, 1989
February 27, 1989
March 6, 1989
March 13, 1989
April 10, 1989
April 17, 1989
April 24, 1989
May 8, 1989
May 24, 1989
June 1, 1989

The working Sub-Committee (of the Transportation Sub-Committee) met on three occasions.

Dates of Meetings:

May 3, 1989
May 16, 1989
May 24, 1989

The Transportation Sub-Committee held a Public Hearing on April 24, 1989 at Sechelt.

Minutes of meetings are held at the offices of the Sunshine Coast Regional District in Sechelt.